

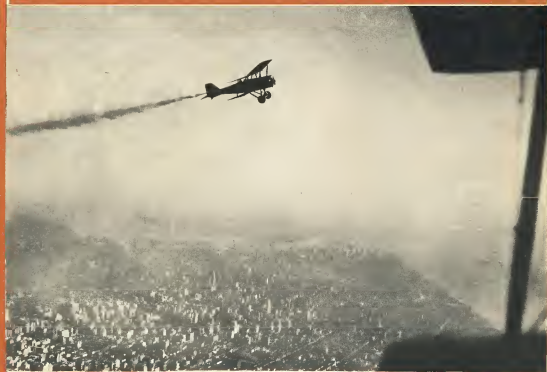
AVIATION

The Oldest American Aeronautical Magazine

DECEMBER 21, 1925

Issued Weekly

PRICE 15 CENTS



Preparing to Write on the Clouds

VOLUME
XIX

SPECIAL FEATURES

NUMBER
25

AN IDEAL FOR AIR RACING
EXPERIENCE IN AIR TRANSPORT
ANNUAL REPORT OF BUREAU OF AERONAUTICS

GARDNER PUBLISHING CO., Inc.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office, at Highland, N. Y.
under Act of March 3, 1879.



TABLE 2. (continued)



What Is an Ideal?

GR**EAT** attainments—leadership in any activity—such things do not merely happen. There must be definite ambitions toward a clearly-visioned ideal. The *Ideal* then becomes the driving force of the individual or the organization—the pledge of unrelenting effort and maintained performance. An ideal is a task-master.

The ideal of The Glenn L. Martin Company—from the management through to the testing field—is leadership in the art of aeronautics.

The purchaser of a Martin plane is safeguarded by the existence of this active ideal.

The Star in the Sky

Whether on the wings of a mail plane, a bomber, a patrol, or even a liaison plane or a commercial transport, pilots need The Clavin. Meritt Company builds thousands of them to the experienced, intensive—mastering ingenuity—of its workmanship and unwavering care—experience dating back to the infancy of the airplane, a true name: **CLAVIN** by **ITV**.



When Writing to Advertisers, Please Mention *ALISTEN*

DECEMBER 21, 1925

AVIATION

VOL. XIX, NO. 25

Published every Monday

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Post Office at Highland, N. Y., under act of March
3, 1879.



AIRCRAFT MAGNETO

Contractors to U. S. Army and Navy

Scintilla Magneto Company, Inc.

Descriptive Booklet was revised

Offices and Factory—Sidney, New York

When Exhibits in Advertisements, Please Mention **ADVERTISING**

SPEED WITH SAFETY

CURTISS-REED METAL PROPELLERS
AT THE PULITZER RACES

Total number of planes in races	87
Planes equipped with Curtiss-Reed propellers	50
Planes equipped with other metal propellers	12
Planes equipped with wooden propellers	25
	87 85

Six out of nine winners, excluding the Otto-New York and Moth Races, were Curtiss-Reeds.

Every plane in the two high-speed races used these propellers.

At the Schneider Cup Races, Baltimore, all entries with the exception of the Italians used Reed metal propellers. All the world's speed records for straightaway or closed courses, land and seaplane, were made with Reed dual-blade propellers.

The above record proves conclusively that for high performance the metal propeller has no equal. And not only is it superior for racing, but is equally efficient and necessary for commercial flying.

Mr. Walter H. Beech, Vice President and General Manager of Travel Air, Inc., Wichita, Kansas, writes:

"In regard to metal dual propellers as standard equipment we are doing this on all commercial planes, and figure this is the cost of proficiency."

Mr. J. M. MacLennan, President, Swallow Airplane Manufacturing Company, Wichita, Kansas, writes:

"I want to congratulate you on your metal propeller which I had the pleasure of demonstrating on my recent tour from Wichita to Denver, Oklahoma and from Denver to Long Beach, New York."

"I kept a close account on the problem that we used from Wichita to Denver, a distance of 2000 miles at the rate of six and four days to New York, over 3000 miles. I found that we made the trip on 17% less gasoline with the metal propeller than with the wooden one. As we have made the same trip several times in the last four years, I had a good opportunity to make the test."

"There is no comparison between the metal and wooden propeller when it comes to difficult flying through rain and bad weather. As a pilot, you can't see the difference between the two."

J. D. Hill, veteran pilot of the Air Mail Service, which uses Curtiss-Reed propellers as standard equipment, says:

"We no longer consider them as metal propellers—they are just propellers."

Record performance, high factor of safety, long life make the metal propeller the most economical investment for every kind of airplane operation.

Specifications and prices gladly furnished for any combination of machine and motor.

Curtiss Aeroplane & Motor Company, Inc.

GARDEN CITY, N. Y.

MANUFACTURERS AND DISTRIBUTORS OF CURTISS-REED PROPELLERS



When Writing to Advertisers, Please Mention AVIATION

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GEORGE F. WILSON
GENERAL MANAGER

AVIATION

W. W. LORING
MANAGING EDITOR
VICTOR E. CLARK
EDITOR
R. H. LIVING

VOL. XIX

DECEMBER 21, 1925

No. 25

A Year of Education

ONE OF THE greatest efforts of the recent aeronautical bearing, aerodynamics, and trials will be the ideas that value they have had on those who had to listen to the testimony. The leading officers of the Navy and the Army, having all sides of aerial problems as they studied the Navy Congressmen, who were members of the Locomotive Committee, heard all phases of the aviation disaster and the seven volumes of legislation give evidence of the extensive scope of the work. The President's Aircraft Board, set up of aviation, received much new ground, to the extent of four volumes. The vice General comprising the Mitchell Court Martial, saw the advantage of bringing to an informed opinion—examining. The General Board has had a more limited field to cover, but, nevertheless, it has had to study the aeronautical development intensively.

Even more important are the educational benefits of these inquiries to the general public. Everyone in the country who takes even a slight interest in governmental affairs, has strong opinions on the air service problems of the Army and Navy. In fact, it may be said that information about the aeronautical activities of the country are better known than the military or naval organizations. With such a background, Congress may be expected to take a greater interest in aeronautical legislation. The country expects it, and no member will wish to return to face his constituents, without having something constructive to report. It is this fact that makes the outlook hopeful.

Aeronautical Engineering Indigestion

THE REPORT of the National Advisory Committee for Aeronautics lays emphasis, as was to be expected, on the value of engineering in the development of successful aviation as well as to the military and naval air services. As all engineering work may be properly divided into research and application, it may be well to consider where the art or science stands at the present time. Some very careful students of the trend of aeronautical efforts seem to think that, if such is not excessive, what may be called "aeronautical engineering indigestion" may occur in this important branch of science.

It can readily be seen that if the research progress outstrip the practical application of the laboratory developments, a situation might result which would have unfortunate consequences. One of these is that the knowledge of what is possible, is so far in advance of what is practicable that the dissatisfaction may result. Take the case of General Mitchell as an instance. He knows from engineering progress, the great strides that aviation could take if money were generated and engineering possibilities were to be incorporated into the art. He tells the public about these future aerial developments and Congress is blamed for lack of funds, the

departments are criticized for their backwardness, and the aeronautical industry is looked upon as a laggard. What really is happening is that the progress that has been made in the aeronautical engineering science has far outstripped the practical application. One need not see this fact does not establish that high standard as a normal procedure.

It is a pleasure to note that the work of McCook Field has recently been turned in the direction of making the dreams of the research workers come true. Instead of trying to produce a break device that will create a sensation for the country, every effort is being made to translate into some type of aircraft and aviation, the knowledge that has been gained in all parts of the world. A careful study of the work being done at the headquarters of the Air Service Engineering Division, gives the impression that it is no longer attempting to concentrate within its borders a monopoly of aeronautical knowledge. Quite a contrary condition seems to prevail. Dissemination of information is the rule now. Every project also has, as its objective, some service purpose. With such a spirit behind the work, it is not impossible that the action of the past, and aviation has been one, will be the first to prove. Perhaps it is easier in this case because the changes may, in part, be due to the elimination of some of the problems complicated of the aviation year will prove whether or not the aeronautical engineers are available the great work of engineering that has not accumulated since the war, or whether the digestion process has been completed.

Eliminating the Wilderness

THE last story of the flying done by Noel Wien, pilot for the Fairbanks Alaskan Company, has been published in the reports and surveys coming of a recent tour in Alaska, at other reports accompanied with its denouement of the great change taking place over enormous sections of the world just as the automobile is gradually making wider and more remote sections of the country easily accessible to the millions of large cities, so the airplane is gradually making its mark into the wilderness.

There are great areas of land in Northern Canada, Alaska, Alaska, South America and South Africa, which are mostly bare lands, even by airplane. Some of these areas are barren deserts, while other parts contain materials of real value, which could be exploited, provided that men from the surrounding world could penetrate the country. There are also vast stretches of country where wonderful nature or excellent hunting would attract the sportsman and hunter, were it not for the fact that such places take time or three weeks to reach and five men to effect the trip.

The aeronautical flying done from Fairbanks, Alaska, for the past two winters, is a forerunner of an ever increasing amount of flying which will be accomplished in the far outlying corners of the world.

Secretary Wilbur Reports on Naval Aeronautics

THE ANNUAL REPORT of the secretary of the Navy gives certain official statements regarding aeronautical events of the past year which are of the greatest interest. They will be found below.

The "Sherendub"

While religion has gradually lost a subject of indignation at the New Assembly in preference of the above, another broad suggestion has been made in the course of the discussion. Early in June a resolution

Equally, any deficits would have been covered during the previous year, but it is hoped that, before the conclusion of this year, our experiments will result in a still better type of glass.

Aircraft Carriers

glucose, 400, 600, 800, 1000, 1200, 1400, 1600, 1800, 2000, 2200, 2400, 2600, 2800, 3000, 3200, 3400, 3600, 3800, 4000, 4200, 4400, 4600, 4800, 5000, 5200, 5400, 5600, 5800, 6000, 6200, 6400, 6600, 6800, 7000, 7200, 7400, 7600, 7800, 8000, 8200, 8400, 8600, 8800, 9000, 9200, 9400, 9600, 9800, 10000, 10200, 10400, 10600, 10800, 11000, 11200, 11400, 11600, 11800, 12000, 12200, 12400, 12600, 12800, 13000, 13200, 13400, 13600, 13800, 14000, 14200, 14400, 14600, 14800, 15000, 15200, 15400, 15600, 15800, 16000, 16200, 16400, 16600, 16800, 17000, 17200, 17400, 17600, 17800, 18000, 18200, 18400, 18600, 18800, 19000, 19200, 19400, 19600, 19800, 20000, 20200, 20400, 20600, 20800, 21000, 21200, 21400, 21600, 21800, 22000, 22200, 22400, 22600, 22800, 23000, 23200, 23400, 23600, 23800, 24000, 24200, 24400, 24600, 24800, 25000, 25200, 25400, 25600, 25800, 26000, 26200, 26400, 26600, 26800, 27000, 27200, 27400, 27600, 27800, 28000, 28200, 28400, 28600, 28800, 29000, 29200, 29400, 29600, 29800, 30000, 30200, 30400, 30600, 30800, 31000, 31200, 31400, 31600, 31800, 32000, 32200, 32400, 32600, 32800, 33000, 33200, 33400, 33600, 33800, 34000, 34200, 34400, 34600, 34800, 35000, 35200, 35400, 35600, 35800, 36000, 36200, 36400, 36600, 36800, 37000, 37200, 37400, 37600, 37800, 38000, 38200, 38400, 38600, 38800, 39000, 39200, 39400, 39600, 39800, 40000, 40200, 40400, 40600, 40800, 41000, 41200, 41400, 41600, 41800, 42000, 42200, 42400, 42600, 42800, 43000, 43200, 43400, 43600, 43800, 44000, 44200, 44400, 44600, 44800, 45000, 45200, 45400, 45600, 45800, 46000, 46200, 46400, 46600, 46800, 47000, 47200, 47400, 47600, 47800, 48000, 48200, 48400, 48600, 48800, 49000, 49200, 49400, 49600, 49800, 50000, 50200, 50400, 50600, 50800, 51000, 51200, 51400, 51600, 51800, 52000, 52200, 52400, 52600, 52800, 53000, 53200, 53400, 53600, 53800, 54000, 54200, 54400, 54600, 54800, 55000, 55200, 55400, 55600, 55800, 56000, 56200, 56400, 56600, 56800, 57000, 57200, 57400, 57600, 57800, 58000, 58200, 58400, 58600, 58800, 59000, 59200, 59400, 59600, 59800, 60000, 60200, 60400, 60600, 60800, 61000, 61200, 61400, 61600, 61800, 62000, 62200, 62400, 62600, 62800, 63000, 63200, 63400, 63600, 63800, 64000, 64200, 64400, 64600, 64800, 65000, 65200, 65400, 65600, 65800, 66000, 66200, 66400, 66600, 66800, 67000, 67200, 67400, 67600, 67800, 68000, 68200, 68400, 68600, 68800, 69000, 69200, 69400, 69600, 69800, 70000, 70200, 70400, 70600, 70800, 71000, 71200, 71400, 71600, 71800, 72000, 72200, 72400, 72600, 72800, 73000, 73200, 73400, 73600, 73800, 74000, 74200, 74400, 74600, 74800, 75000, 75200, 75400, 75600, 75800, 76000, 76200, 76400, 76600, 76800, 77000, 77200, 77400, 77600, 77800, 78000, 78200, 78400, 78600, 78800, 79000, 79200, 79400, 79600, 79800, 80000, 80200, 80400, 80600, 80800, 81000, 81200, 81400, 81600, 81800, 82000, 82200, 82400, 82600, 82800, 83000, 83200, 83400, 83600, 83800, 84000, 84200, 84400, 84600, 84800, 85000, 85200, 85400, 85600, 85800, 86000, 86200, 86400, 86600, 86800, 87000, 87200, 87400, 87600, 87800, 88000, 88200, 88400, 88600, 88800, 89000, 89200, 89400, 89600, 89800, 90000, 90200, 90400, 90600, 90800, 91000, 91200, 91400, 91600, 91800, 92000, 92200, 92400, 92600, 92800, 93000, 93200, 93400, 93600, 93800, 94000, 94200, 94400, 94600, 94800, 95000, 95200, 95400, 95600, 95800, 96000, 96200, 96400, 96600, 96800, 97000, 97200, 97400, 97600, 97800, 98000, 98200, 98400, 98600, 98800, 99000, 99200, 99400, 99600, 99800, 100000, 100200, 100400, 100600, 100800, 101000, 101200, 101400, 101600, 101800, 102000, 102200, 102400, 102600, 102800, 103000, 103200, 103400, 103600, 103800, 104000, 104200, 104400, 104600, 104800, 105000, 105200, 105400, 105600, 105800, 106000, 106200, 106400, 106600, 106800, 107000, 107200, 107400, 107600, 107800, 108000, 108200, 108400, 108600, 108800, 109000, 109200, 109400, 109600, 109800, 110000, 110200, 110400, 110600, 110800, 111000, 111200, 111400, 111600, 111800, 112000, 112200, 112400, 112600, 112800, 113000, 113200, 113400, 113600, 113800, 114000, 114200, 114400, 114600, 114800, 115000, 115200, 115400, 115600, 115800, 116000, 116200,

West Coast-Hawaiian Flight

There Purpose Place

The Annual N.A.C.A. Report

Investigations



Charles D. Walcott
Director of the N.H.S.

Progress in Commercial Aviation

For the purpose of this study, the following hypotheses were formulated:

Relation of Aeronautical Research to National Defense

© 2004 Blackwell Publishing Ltd, *Journal of Internal Medicine* 255: 103–110

December 11, 1921

President Coolidge on Air Defense

Comparative Air Power

An Appendix to the President's Air Board Report

AIRPLANE SERVICE OFFICERS UNITED STATES ARMY AIR SERVICE		(14) Completion of the 100 implants classified as 100 Right	
(1) Status of assignment on last day 30, 1955		Army	
Resident	0	Training	0
Resident and guest	0	Experimental	0
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(2) Status of assignment on last day 30, 1955		(15) Available classified as active and reserve (within category) status	
Resident	0	to 100%	
Resident and guest	0	Standing	0
Observation plane	540	Vertical and breaking	0
Parade plane	0	Other	0
Primary flight plane	0	Total	0
Total	540		
(3) On order but not delivered June 30, 1955		Active implants strength of the United States, Great Britain, France	
Resident	0	July and August	
Resident and guest	0	Army	
Observation plane	540	June 30, 1955, July 31, 1955, Aug. 31, 1955, Sept. 30, 1955, Oct. 31, 1955, Nov. 30, 1955, Dec. 31, 1955	
Parade plane	0		
Primary flight plane	0		
Total	540		
(4) Reduced for government third year ending June 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(5) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(6) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(7) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(8) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(9) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(10) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(11) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(12) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(13) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(14) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(15) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		
Total	540		
(16) Status of assignment on last day 30, 1955			
Resident	0		
Resident and guest	0		
Observation plane	540		
Parade plane	0		
Primary flight plane	0		

[illegible]

Continuation For Air Mail Route

Left to right: Martin W. Mendelsohn, Pres. & Gen. Mgr.;
 Carl—31 Leach, Wm. Walter F. Young, San Francisco;
 Wm. W. Mendelsohn, Calif. E. P. Left: Manager of
 Western Air Lines, Inc., Los Angeles, Calif.; Wm. B. Robertson, Pres., Robertson Air
 Lines, Inc., San Francisco, Calif.; Paul Davidson, Gen. Mgr., National Air Transport, Inc., San Fran-
 cisco, Calif.; J. C. A. P. Manager, Cal. Air Lines, San Francisco, Calif.; J. C. A. P. Manager, Cal. Air Lines, San Francisco, Calif.; Donald Star-
 ke, Asst. to the Gen. Mgr., M.A.T.

The California "Coupe-Cabin" Plane

A Closed Cabin Passenger Airplane Suitable for Private Touring

IN known to be the best for a comfortable and efficient surprise especially planned and designed for the private owner the "Coque-Cake" airplane, designed and built for a wealthy Long Beach sportsman by Lloyd Hayes of Glendale, Calif. With a hour left went

The "Compe-Celma" was tested and delivered about July 1, 1951, and came fully up to all expectations as regard to take-off and performance in the air. Since then, in many trips to San Diego and other California towns it has fully demonstrated the ability and comfort as a passenger-carrying vehicle.

Annual Resource Needs

Because the peculiar topography of the state of California makes it necessary to cross one or more ranges of mountains in going from practically any large town to another, it was deemed advisable to use an engine that would give plenty of reserve power under all circumstances. Originally designed for 200 hp., a 200 hp. Hispano-Suiza engine was installed and has been found to give a proportional increase in performance.

The performance figures given are the results of actual tests. The U.S.A. No. 27 wing section gives a surprisingly flat glide and the machine loads and pulls up as much less easily than that usually required for the standard JNA.

The stability and ease of control in flying have been remarked upon by all pilots who have flown the machine, except pilots being especially pleased with the amount of freedom afforded, as, owing to the shape of the cabin, it is possible for the pilot to see the engine while in flight, thus saving to the rear home instructor a most valuable check instrument.

The other part of the cabin is made as closely streamlined as possible, thus greatly reducing resistance and leaving the air flow over the engine compartment unobstructed.

[illegible]

Availability in the Faoalage

Removing the cushion from the rear seat gives access to the after part of the fuselage and a mechanism can swing entirely to the rear end if desired. All controls and wires pass under the floor, out of the passengers' way. A complete instrument board is located behind the pilot in full view of the passengers like

The front of the cabin is closed with Tripart glass and all side windows are of 1/4 in. Pyralin. A tight aluminum floor completely separates the engine compartment from the cabin and conversation can be carried on in a normal tone of voice.

All upholstery is of chairback mohair, identical with the found in high grade automobiles. The ventilation is under control and works under all conditions.

The large door permits of easy entrance to the cabin, and ample baggage space is provided under the rear seat.

The surface flaps are continuously taut, with a corresponding resistance in both weight and span. The foot spans have spruce fingers with plywood sides, and the rib sides are of laminated with spruce cap-strips. All internal wiring is of Mariklen wire, having no need to stretch or warm to full-



This view of the Colter's "Cave Club"



The tailcone is a medium thickness, double-sheathed section and has proved to be very efficient, giving simple control at all ranges of speed. The stabilizer is adjustable from the pilot's seat and, like the vertical fin, is constructed with bent beams and plywood ribs, while the elevator and rudder are of steel tubing and both elevators are built on a single longitudinal beam. Two streamlined steel tubes and four Hartzborn vanes rigidly brace the entire tail group with a

Tail Skull and Undercarriage Details

The sternside tail-ship is connected to the rudder wheel and gives complete control in landing.

Three steelhead steel straps forming each side of the undercarriage are welded into a steel box at the lower ends which also serves as a virtual guide for the axle. The steelhead cover is wrapped on steel spindles, thus eliminating any necessity of wrapping the cord upon itself in successive layers, with the consequent danger of wearing or fraying.

Two Harbourn wires and two steel tube suspension members, effectively brace the leading gear against any drift or side motion or loading.

[illegible]

*Ten Years of Packard Pioneering in Aircraft Motor Development
1915-1925*



Pockford Model 250N

Develops 300 R. H. P. in 1980
R. F. M. Weighs only 1250
pounds—14 pounds per horse
power. Bore, 4 1/8", stroke,
6 1/2", displacement 3300 cubic
inches. The most powerful air-
creek engine for its size in the
world. Two types—direct ven-
tilated and indirect with dry or
wet exhausts. 1980.

Versatility —

Packard Aircraft Engines Adapted for Every Type of Service

EVERY plane designer whose ship falls within the power range of 400 to 800 H.P. will find in the Packard line of Aircraft Engines exactly the right motor plant for his requirements.

Pursuit ships and fighters, bombers, patrol sea planes, amphibians — all these types of ships are now being equipped by the United States Gov-

erment with one of the two models and five types of Packard Engines.

With the increased use of airplanes for commercial purposes, companies having contracts or plans for commercial work of any nature should thoroughly investigate Packard Aircraft Engines before deciding on their power plant equipment.

PACKARD MOTOR CAR COMPANY

Therrell, Blackman

Pneubond Model 1.50N



Develops 500 F. H. P. at 2000 R. P. M.
Weights 120 pounds—24 pounds per
horse power. Bore, 3 1/8", stroke
3 1/8", displacement 1500 cubic inches.
Three types—direct vertical, direct in-
verted, and vertical with two to one
reduction gear.

ASK THE MAN WHO OWNS ONE

When Filing an Advertisement, Please Mention **WELTAP**

Lincoln Booster Use Pathfinding Plane

The Lincoln, Neb., Chamber of Commerce and the Lincoln Standard Aircraft Corp. are to be congratulated on having their first and the progress of aviation, through the use of two "pathfinding" planes which will conduct an extensive tour from the twin cities in the North to the Gulf of Mexico in

the first of its kind ever undertaken by any city in the country.

The flight was discussed by former Governor McElvaine who, in his lecture the battle on the prairie, said: "In the name of the Lincoln Chamber of Commerce and the Lincoln Standard Aircraft corporation, I christen this airplane LBS and dedicate it and its route to use in making a trail to the sea from the 'hick up' with Lincoln cities of our neighboring



Lincoln Booster plane on long pathfinding trip

the South. The start of the trip which will last three months was made on Nov. 20.

The christening of the Lincoln Standard 5 was one phase of a program including the buy-off of the ship on the Lincoln-Southland airplane trade excursion initiated by the Lincoln Chamber of Commerce and the Lincoln Standard Aircraft corporation, co-sponsoring. The excursion is believed to

help of Missouri to set up the first north-south trans-continental states in the south, thus along the Gulf coast and interior state points between these cities."

Christening of the LBS by former Governor McElvaine was witnessed by John D. Baskerville, president of the Chamber

Continued on page 593

The C-6 Travel Air Airplane

IS A GOOD INVESTMENT
FOR AIR MAIL BIDDERS

Useful Load 900 Lbs.
Speed - - 125 Miles per hour

Controlability so easy, pilots can make long trips with variable loads, without undue fatigue

We also are building Travel Air Wright J-4 planes for one company, to be used in Air Mail Service.

For particulars write

Travel Air Inc.

Wichita, Kansas

HANGARS - AIRPORTS - AIRWAYS



Designers and Builders

of Complete

HANGARS - FLYING FIELDS - AIR PORTS

AND

AIRWAYS

INCLUDING LIGHTING SYSTEMS

FOR

NIGHT FLYING

WILLIAM E. ARTHUR & COMPANY, INC.



Aeronautic
Engineers and Builders

26 PARK AVE.

NEW YORK CITY

AERONAUTIC SAFETY CODE

A Compendium of the Results of Four Years' Study by Leading Engineers, and Government and Civilian Experts of the Aircraft Industry

Sponsored by the U. S. Bureau of Standards and Society of Automotive Engineers, and Approved by the American Engineering Standards Committee, October, 1933.

The Aeronautic Safety Code covers

GOOD PRACTICE AND SAFE METHODS in the Design, Construction, Testing, Operation and Maintenance of Aircraft, Aircraft Engines and Accessories, Airframe and Airway Equipment

It includes

SENSEIBLE RULES OF THE ROAD AND SAFETY PROVISIONS FOR FLYING AND GROUND PERSONNEL

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65400, 65450, 65500, 65550, 65600, 65650, 65

Captain's Club

So far as available statistics show, twenty-three men over these continents today to the use of the parachute. There may be other men who've been injured in safety with this aerial life left not included in the given statistics below. If any



Line up of Naval troops placed at Hampton Beach

under knows of such a case and the facts pertaining thereto, the submission of same to the Information Division of the Air Service would be greatly appreciated.

Saved By the Parachute

1925

October 30, 1st. Lieut. Harold B. Hayes, McClellan Field

November 11, 1st. Lieut. Frank B. Tynell, Seattle, Wash

May 13, 1st. Lieut. E. H. Herdolph, Wilbur Wright Field, Ohio

June 2, 2nd. Lieut. G. W. Weiss, Kelly Field, Texas

June 13, 2nd. Lieut. Walter E. Lee, OGC, Johnson Field, Dayton, Ohio

June 18, 1st. Lieut. John A. Mearns, Dayton, O.

July 11, 2nd. Lieut. A. B. Crawford, Kelly Field, Texas

August 30, 1st. Lieut. E. L. Kautz and Private W. E. Connor, Bolling Field, D. C.

October 16, 1st. Lieut. W. M. Cole, U.S.N., Coronado Beach,

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Capt.

November 4, Capt. Wm. E. Lusk, Kelly Field, Texas

March 5, 2nd. Lieut. C. D. McAllister, Kelly Field, Tex

March 5, 2nd. Lieut. C. A. Lindbergh, Kelly Field, Tex

March 28, 1st. Lieut. Frank D. D. Hester, Dayton, O.

April 4, 1st. Lieut. E. E. Mr. Hester, Dayton, O.

April 30, 1st. Lieut. J. Thad Johnson, Dayton, O.

May 20, Lieut. C. H. Schellman, U.S.N., Larchmont, N.J.

June 2, Lieut. C. A. Lindbergh, OGC, Anglin, Tex

August 11, 2nd. Lieut. E. J. Gower, Loveland, Tenn

October 1, Lieut. Rogers, Marine Corps, Langley Field, Va

October 30, 1st. Lieut. Paul C. Nelson, St. Louis, Mo

November 4, 2nd. Lieut. J. E. Harrison and Peter Vorhies,

Marblehead, N.J.

October 27, Lieutenant Miss Taylor, U.S.N., Coronado, Calif.

It will be noted from the above that Lieut. Lindbergh has

received the parachute to save his life.

In the list given above there were several instances where

one of the occupants of the disabled airplane failed to use his

parachute and was killed in the crash which followed. As

far as is known there is no record where the Army para-

chute failed to function when the jumper got down at the airplane

and pulled the rip cord.

Army Air Orders

First Lt. Herman G. Crocker, A.S. Kelly Field, and Sec.

12, Charles G. Pomeroy, A.S., First Depot, San Francisco,

sending March 30 for the Personnel Control Room

First Lt. Joseph E. Morris, A.S., Langley Field, to New

York City, ending Feb. 12, 1924, via Governors. Trans to the

Memphis Depot

Capt. George E. Warren, A.S., Scott Field, to New York

City, ending March 15 for the Personnel Control Room

Sec. 14, David W. Goodrich, First Depot, Houston, to San

Francisco, ending March 5 for Personnel Depot

First Lt. Harvey W. Frazier, A.S. to Kelly Field and

Revere C. Winton, A.S., to Fort San Houston, upon com-

pletion of tour of duty in this office

First Lt. Edwin Sullivan, A.S. and Robert T. Stone, A.S.,

to Kelly Field, upon completion of tour of foreign service.

Capt. Charles E. Hunt, A.S., to Langley Field, upon com-

pletion of tour of foreign service

Staff Sgt. George H. Stone, A.S., placed upon retired list

at Brooks Field

First Lt. Edmund T. Gowan, A.S., 7th Photo Section, to

Scott Station, Wright Field

First Lt. James E. Dunbar, A.S., Portland A. 1st Dep.,

to Com. 7th Photo Sec., Wright Field

Sec. 14, John G. Murrill, A.S. A.S. Adv. Pp. Sec., to

Sec. Div., Kelly Field

Sec. 14, James M. Callahan, A.S. (Field Art.) A.S. Adv.

Pp. Sec., to Sec. Div., Kelly Field

Major Walter Mather, A.S. 1st Dep., Scott Station, placed

upon retirement and duty ordered to proceed to his home,

Terre Haute, Ind.

Sec. 14, Edmund O. Lusk, A.S., First Depot, to Scott

Field

Navy Air Orders

1st. Grade. Abner R. Skaggs det. New A. Sta., San Diego,

to U.S.S. Wright

1st. Grade. F. Hester det. 2nd. Aero to New A. Sta., W.O.B.,

Hagerston Roads

1st. Grade. Charles T. S. Stoddard det. Aircraft Station, Battle

Pk., to U.S.S. New Mexico

1st. Grade. Arthur G. det. Aircraft Station, Battle Fleet, to duty

incoming Supply Aircraft Station, Battle Fleet

1st. Grade. Harold B. det. Aircraft Station, Battle Fleet, to

Imperial Navy Aircraft, East Asia

1st. Grade. Harry Sanders det. New A. Sta., Pensacola, to U.S.S.

Clarendon

Major Douglas H. West det. U.S.S. Wright to New A. Sta.,

W.O.B., Hagerston Roads

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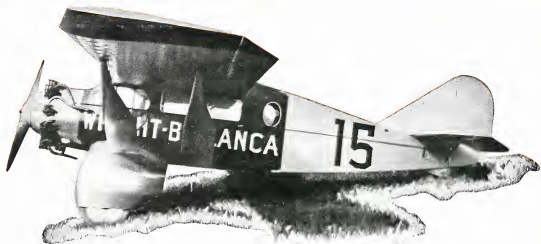
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For commercial service where reliability, durability and economy are essential, consider an engine so reliable that Cuban pilots in land planes constantly fly to the Isle of Pines over 40 miles of ocean. An engine so durable that Huff-Daland Dusting pilots flew 14 of them throughout their season without even uncrating their two spare engines. So economical that commercial air lines are using them in preference to motors of lower first cost. Such performance is justified by the years of continuous improvement, by the wealth of practical experience gained in producing hundreds of these engines, by the elimination of water cooling troubles, and by the Wright Aeronautical Corporation—the largest manufacturers of aviation engines in America. For detailed information write for Bulletin No. 8.

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